

EDRY - Speyer

General

Speyer is an **uncontrolled airport**. If you are not yet familiar with **AFIS procedures**, we strongly recommend you inform yourself prior to flying to Speyer as the concept is probably quite different from what you are used to here on VATSIM.

Topdown Procedures

Approach and Center stations **do not provide top down services for uncontrolled airfields** in Germany.

Parking Position

Parking positions 1 thru 4 are generally used by **larger aircraft such as business jets**. **Single engine piston aircraft** and similar use the grass parking area in the Northwest. Various hangar positions are also available around the aircraft and primarily used by **home-based aircraft**.

One hangar is connected to the airfield via grass taxiway J; aircraft intending to use this taxiway have to **obtain prior permission** from Speyer Information.

Charts

You can find **current IFR charts** for Speyer on [chartfox](#) (requires VATSIM login).

You can find **current VFR charts** for Speyer in the [AIP VFR](#).

For a better overview over the airspace structure around Speyer, we recommend [openflightmaps](#).

Sceneries

Sim	Freeware	Payware
MSFS	flightsim.to	-
X-Plane	-	-
Prepare3D V4/V5	-	-

Departure

Takeoff

Since Speyer is uncontrolled, the AFISO won't issue a takeoff clearance. Instead, **takeoffs are conducted on the pilot's discretion.**

Speyer does not permit IFR departures. When planning an IFR flight from Speyer, **you must be familiar with Z-flightplans as well as the corresponding procedures.**

Arrival

STAR

There are **no STARs for Speyer**. All inbounds should plan a route to **waypoints KRH** (34 operations) **or NORFE** (16 operations), which are used as initial approach fixes.

Approach

Speyer has RNP approaches for both runways. Normally, the RNP Z approaches will be used; the RNP Y approaches are available on pilot request if the pilot wants to perform an approach with LPV minima.

There is a **restriction for maximum 250 KIAS below FL100** as you will be in airspace class E. This means you should also stay on the lookout for **VFR traffic unknown to the controller.**

Landing

The AFISO will provide neither sequencing nor separation. It is **your responsibility as the pilot to coordinate with other traffic** on frequency. IFR has no priority over VFR.

You will not receive a landing clearance as the airport is uncontrolled. Instead, **landings are conducted on the pilot's discretion.**

VFR

Airspace

The Speyer RMZ extends from ground level to 1000ft AGL (ca. 1300ft MSL) and airspace E around the RMZ is lowered to 1000ft AGL. **All aircraft have to announce themselves on Speyer Information** when entering the RMZ, as well as when exiting it and must maintain at least

listening watch for the entirety of their stay within the RMZ.
Additionally, Speyer has a **published traffic circuit** to the East of the field.

West of the hard surface runway are glider launch and landing areas. Simultaneous use of the glider areas and the hard surface runway is not possible. During IFR operations at Speyer, glider launches are not possible.

Diakonissen-Stiftungs-Krankenhaus Speyer

The Speyer hospital is located within the Speyer RMZ, just West of the runway 16 threshold. Helicopters arriving and departing at the hospital have to **contact Giebelstadt information**.

Herrenteich (EDEH)

Herrenteich is a small grass field within the Speyer RMZ. When Herrenteich Radio is staffed, traffic in the circuit at Herrenteich must be on their frequency; however, when entering or exiting the circuit or when the position is not staffed, **all traffic has to be in contact with Speyer Information**.

Special attention has to be taken as the published traffic circuit at Herrenteich is very close to the published traffic circuits at Speyer and Hockenheim. **Adherence to the published traffic circuit is mandatory**.

Hockenheim (EDFX)

Hockenheim is a small grass field within the Speyer RMZ. When Hockenheim Radio is staffed, traffic in the circuit at Hockenheim must be on their frequency; however, when entering or exiting the circuit or when the position is not staffed, **all traffic in the circuit has to be in contact with Speyer Information**.

Special attention has to be taken as the published traffic circuit at Hockenheim is very close to the published traffic circuits at Speyer and Herrenteich. **Adherence to the published traffic circuit is mandatory**.

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